

THE IRON MOUNTAINS OF LAKE SUPERIOR.

The editor of the *Lake Superior Journal*, who has lately visited the iron regions of the Upper Peninsula, communicates the following intelligence:

The Iron Mountains of Lake Superior are situated from twelve to fifteen miles south-west from this place, and 150 miles west of Saint Marie. The high ranges of forest covered hills rise up, one after another, at this point, to the height of 1000 feet above the lake, as one goes inland, till the principal iron locality makes its appearance twelve miles from the village of Marquette. They were discovered some years ago, and have frequently been described by visitors, United States Surveyors and Geologists; but still owing to the great excitement created by the discovery of extensive copper mines just above this place, visitors to this country have generally been carried beyond the iron to the copper, and, comparatively speaking, but few have been attracted to this interesting region, and their importance has made but little impression upon the public mind. As there has been a time when people have talked somewhat extravagantly of the copper and silver mines of this region of country, many have thought; and I confess I was among the number; these iron mountains might have been "set up rather steep;" but my visit to this mineral wonder, yesterday, convinced me that not half the truth had been told in regard to it.

The iron first showed itself, as we approached, in loose boulders and masses, scattered along the foot of the ridge, which, contrary to my expectation, was mostly covered with heavy timber. We soon came to one of the quarries, where a miner was at work throwing into piles the iron rocks. The soil and timber are removed from the iron for several hundred feet along the ridge. This opening into the iron is several hundred feet below the summit of the ridge, and one hundred feet above the level ground. It presents a wall of iron ore, broken and scamed very irregularly, the most regular fractures being perpendicular. Out of the side of this ledge, masses of every size, from a pound to many tons in weight, are thrown down by means of a crow-bar or by blasting, and the pieces are broken up with a sledge-hammer so as to be conveniently handled.

As it comes out of the quarry it is bright and beautiful, breaking like cast iron, and seems quite as pure and more compact. A ton of bloom iron is easily made out of one and a half tons of the ore. For from twelve and a half to twenty-five cents per ton it can be quarried and broken up ready for the furnace.

Thus much as to the quality—now, as to the quantity. Above and below, for at least four hundred feet, the same description of ore shows itself, and how much further it extends down below the surface, it will be useless to inquire till the world has been supplied for a few hundred years from what is lying around and above. To satisfy myself as to its extent, I rode around to the west side of the ridge, which is more precipitous than the other, and at every step saw fragments of the iron scattered along the side, which had crumbled off, and for ages it will continue to crumble, before it can be removed by the hand of man. The ground over which we rode for some distance, and on which large trees were thickly growing, as was evident from the large masses of ore here and there exposed, rested on a foundation of this iron. Its length, like its depth, cannot be estimated, though it is seen in every direction for half a mile along the ridge.

This is known as the Jackson Company's Location. To the West of this ridge, are others of a similar description, both as to quality and extent; but I had no desire to look farther, nor, as to this matter, need iron manufacturers, for they can build their railroads and their plank roads, and back up their carts and cars to this mountain for centuries to come, without the remotest fear that the iron will be exhausted.

Some account of the processes for preparing the ore for the fires, and making the blooms, may possess an interest to those unacquainted with the business. The ore is first thrown into a large kiln, on a layer of wood, and burned for several days, being rendered by this process brittle. It is then taken to the stamps and pounded quite fine in which state it is ready for the fire. The furnaces are something like a blacksmith's forge, on a large scale, being open in front and back, enclosed at the sides and top with heavy cast iron plates, receiving the hot blast at either side. The application of hot instead of cold air to fan the flame is one of the greatest improvements of the age. It has been used for about twenty-five years in England, and after many careful experiments, it has been found to be, besides the saving of time a saving of one-third the amount of coal used by the old fashioned cold-blast furnace. The air is heated by passing it up and down in heavy iron pipes, placed in the centre of the stack or chimney, and exposing it to all the intense heat of the surrounding fires.

The finely powdered ore, together with the charcoal is thrown upon the fires, in small quantities at a time, in their proper proportions; and after being subjected to this constant heat for three or four hours, the hot air is shut off and the bulky, shapeless mass of burning iron, steaming with melted earthly substances, is pried out of the fire by these modern Vulcans, and tumbled along to the hammer. This mass weighing about 300 lbs., will not melt with all the heat that can be applied to it under these circumstances; it is too good a quality for that; only a poor article of ore is melted in making it into iron; but the foreign matter becomes liquid and collects in and at the bottom of the mass, and runs off into cinders from time to time during the process of heating, and is perfectly driven out under the heavy hammer.

It is quite surprising to see how easy a mass of this size can be handled by a bloomer, with his heavy tongs. By balancing the tongs, firmly gripping the iron in a loop of suspended chain, he turns and moves it backwards and forwards with all the precision and ease with which a blacksmith handles a common bar of iron. One of these blooms when finished weighs about 240 lbs., and on account of its unwieldy size and weight, it is sometimes cut in two pieces, being about two feet long and four inches square. In this shape they are sent to market, ready for the rolling-mill.

Messrs. Eaton & Co. will stop their fires for a few days, soon, for the purpose of putting in a large water-wheel, which will give their bellows a greater force and enable them to put up three or four more fires. After this improvement each fire ought to make about a ton every

twenty-four hours. A ton of blooms is made from one and a half to one and three-fourths tons of ore, and the whole expense of making a ton of iron, quarrying, hauling from the mines and to the lake, and blooming, is estimated at about \$20 and the expense of transportation to Cleveland is now not far from \$6 per ton, making the cost of a ton of blooms at Cleveland or Detroit \$26. A ton of such superior iron is worth in any market from fifty to sixty dollars, thus leaving, with the present facilities for transportation, a profit large enough to satisfy the most avaricious speculator. The moment a canal shall be made across the portage at the Saut, this item of transportation will be at a rough estimate, not over \$2.50 a ton, and a railroad from the iron works to the lake would reduce the expense as much more, or altogether \$5 per ton; and this alone would be a profit that would bring into the business all the capital needed for carrying on iron manufacturing business to the greatest extent.

There is no wild speculation about this business—the mountain of iron is here, the extensive and scarcely unbroken wilderness of timber is here for coal, and the markets of the great West and of the whole country are needing it. Of the common articles of iron there is no want in any part of the country; but of a superior article like this, there is no other place in the United States that can so easily furnish the requisite supply.

[Det. Free Press.]

OUR OWN BEST EXHIBITION GROUND AT HOME.—There are a dozen old women at Nootka Sound—we think that is the exact number, for we love to be precise in such matters—great medicine-women as they are called, who have a very bad opinion of the people of the United States. Our countrymen show a most stoical indifference to what those respectable ladies may think of us, while they are making themselves uncomfortable about a matter of no more consequence, the opinion expressed by the London *Times* of American taste and American ingenuity, as shown in the articles exhibited at the World's Fair. The London print does not like the fashion of our furniture. It cannot be helped, there is no disputing about tastes. It disapproves of our light carriages. This is very natural; persons accustomed to heavy and clumsy vehicles, find a sort of spectral tenacity in the slender wheels and slight shafts, and rod-like axles and delicate frames of the carriages in use here, made of the tough and strong wood of our forests. It quarrels with our daguerreotypes; but there is no occasion for us to blame the preference of the Englishman, who likes a faint presentation of the human face, taken in a dimmer atmosphere, and only visible when held in a particular light. The medicine-women of Nootka Sound, who are the learned class of the country, are allowed to enjoy their opinion of us without question, and we do not see why we should make ourselves uneasy because our tastes do not agree with those of the medicine-men of London.

That we make a meagre figure in the Crystal Palace is very possible, but the difficulty is that the Crystal Palace is too small for what we have to show. Among the products of American taste and ingenuity, there are none more striking than the steamers on our great rivers and lakes—floating palaces, the perfection of that sort of architecture—beyond all comparison, more elegant and comfortable than any which are built in any other part of the world. Some of them are nearly as large as the Crystal Palace itself. We send to England a sea steamer, the Pacific, more spacious, more beautiful, more commodious, than any built on the other side of the Atlantic; but the Crystal Palace was not constructed for such huge productions of human skill. There is no room in the Crystal Palace for our clipper-built ships, which so far distance all others in speed, that they carry freight for English merchants in India for six pounds sterling a ton, while the masters of the slow-sailing British ships are obliged to content themselves with three pounds.

The English are clever in the construction of the spigot and faucet, and many neat things of this kind, we doubt not, are to be seen at the World's Fair; but the Americans construct aqueducts which would be the astonishment of the ancient Romans themselves, bring distant rivers into mighty cities, which fill the soil below with veins of the clearest water, reaching to the upper rooms of every habitation, and bursting forth in the public squares in the loftiest and most copious fountains. The French are ingenious in the construction of iron bedsteads, as any one may see who visits the World's Fair; but those who are curious to compare the products of ingenuity in different countries, must come here to look at our big railways, on which men may travel from daybreak to daybreak, and till sunset again—tracks of iron running thro' state after state, and bringing remote degrees of latitude and longitude within a few hours journey of each other. The are expert at making force pumps on the other side of the Atlantic, and there is every convenience for their exhibition at the Crystal Palace, but we cannot so conveniently show them our grand canal, which connects the waters of our vast lakes in the interior of our continent, with those of the Atlantic. There are exhibitions of minerals at the World's Fair—an enormous diamond among the rest, with an Oriental name—but we have a richer mineral—coal-fields, according to Sir Charles Lyell, equal to the whole extent of Great Britain.

We have, no doubt, much to learn from Europe, in our domestic and useful, as well as ornamental arts, and Europe has, perhaps, something to learn from us. No man can visit, for example, the annual industrial exhibitions in Paris, without being convinced that, in a vast many respects, we might advantageously copy the skill and grace shown in the objects produced by the French artisans, beside which, many of our own would appear rude in workmanship and clumsy in adaptation. We have often thought that if an agent were sent out every year to make drawings or models, or to bring back samples of such of those articles as we have most occasion for, our mechanics would find their account in it.

There is little occasion, however, for any contemptuous comparison of European and American ingenuity, be it made by whom it may; so little in fact, that when made by the petulance of an English journalist, we should rather be amused by its absurdity, than offended by its ill-nature.

[N. Y. Post.]

The vessel in which Columbus made his first voyage to the New World, was of only 15 tons burthen, and without a deck.

THE GRAND RIVER TIMES.

HENRY PENNOYER, EDITOR.

GRAND HAVEN, MICH.

WEDNESDAY EVENING, JULY 16, 1851.

WE this week commence our duties in the new and yet untried vocation assigned to us, as editor of a public Journal, fully and deeply impressed with the idea that our mental calibre has been overrated by those who have imposed this task upon us; yet with this load of diffidence upon us, we promise to devote all the time we can spare (and extract from our other business,) in making the *Grand River Times* fulfill the expectations of the public, by the promises made in our first number, which was issued in our absence from home. The political complexion of this paper while under our charge, will be truly democratic. It shall abide and support the compromises of the Constitution of the United States, made and settled at the time of the adoption of that best of all instruments, which never could have been submitted to the people of the original thirteen United States, for their approval and adoption, without the spirit of compromise and concession reigning to the fullest extent, in that body of wisdom and pure patriotism that conceived and brought to light the best foundation for a government ever known. Our prayer is that it may survive, in all its purity and simplicity, as the shield and protector of all that are willing and will give in their allegiance to it, until the end of time. In all cases we will uphold and sustain whatever we deem to be clearly right, and on the other hand speak plainly and explicitly upon all subjects not in conformity with this standard, by which course we hope to do something in the way of harmonizing the old democratic brotherhood and preparing them for the greatest political struggle that has ever been fought since the organization of the Government of the United States, to wit: the contest of 1852.

We accidentally omitted in our last issue to notice the appointment of his Honor GEORGE MARTIN, to the office of Associate Justice of the Supreme Court, to fill the vacancy occasioned by the death of the Hon. E. MUNDY. This appointment was made by Governor BARREY, who, when called upon to justify will probably point to the two thousand democratic votes that were given to this whig appointee at the last spring election. We understand that the new incumbent has qualified and commences his duties by holding the stated terms of the Circuit Courts in the counties of Mackinac and St. Mary, which Courts will be held during the present month of July, from whence he will come to this county to hold his Court which commences on the first Tuesday of August. His Honor does not need our endorsement to give him credit, for we find that the idea of his being a good Lawyer and an able Jurist prevails extensively over the State, therefore we forbear and reserve any and all praise in advance.

THE PLEASURE PARTY ON THE FOURTH.—Quite unexpectedly we were treated to a ride on the steamer Empire, (Capt. H. MARTIN), on the glorious fourth. Nothing to indicate the happiness in store for us until a few minutes before she left. Soon after the boat landed here on her regular trip from the Rapids, Captain MARTIN very kindly proposed a ride to the head of Spring Lake. "Come one, come all, and be sure and bring the girls," was the word, and in about ten minutes we were under way—stopped at Ottawa and Mill Point, receiving from each place a goodly addition, and then the steamer flew over that beautiful Lake "like a thing of life." We saw only joyous faces among the company—not one indicated care or sadness. At the suggestion of Capt. MARTIN, it was proposed that all who chose, should give a trifle to be appropriated to the benefit of the Sunday School Library, at Grand Haven. Although the amount each should give was limited to twenty-five cents, and under that, as each should be disposed—yet on counting change, \$10 was found. Many on board would willingly have given much more, but that was the limit. This amount will be used in providing an additional supply of books to our Sunday School—and may those who contributed, and the one that so kindly offered the ride be rewarded by Him who has said—"Cast thy bread upon the waters; for thou shalt find it after many days."

The *State Journal* complains that thro' the inefficiency of "Mr. C."—the Representative of Ingham, injustice was done to that county by the representative ratio. We commiserate the Inghamites if they have been unfairly dealt by in this matter, but our pity is not of that character which is called forth by being in a like condition with the pitiable object. Ottawa County was honorably and efficiently represented in the last Legislature, and Mr. FERRY, although the youngest member of that body has shown himself a man who thinks and acts for himself, which we fear cannot be said of all who are exalted to the position of the people's servants.

Our acknowledgments are due "C. B." for one dollar, and two subscribers from Plainfield, Kent Co. We shall gratefully receive all the names you can send us from that flourishing region Mr. "C."

A package of exchanges, received from E. E. SARGEANT of the *Enquirer* is only exceeded in number and value by the high compliments which that sheet receives under his supervision.

PATRONS AND SUBSCRIBERS.—Our regular weekly visits to your homes are commenced with this number. The two weeks which have intervened between the last and present issue has been employed in systematizing a new office and collecting that which we announced the want of before the second appearing of the *Times*. And here we tender you our best bow with our grateful acknowledgements, for your generous support in aid of our paper. The greatest builder of "Air Castles" would have no cause to murmur at the prospect we have of a successful future. Under the recent postage act, (the rates of which we publish in another column,) one dollar is the sum total of expense to subscribers for the *Times*, within the county. Please bear this in mind friends; and remember too, that "A little house well filled," is preferable to a palace, poorly though profusely furnished. We have made such arrangements with our obliging ferryman, Mr. CLEMENS, that our paper can reach Muskegon with equal safety and much sooner than by the circuitous mail route between this place and Muskegon—and to subscribers on the borders of Grand River, our paper will be sent the first day after publication.

The extra session of the Legislature adjourned on Saturday the 28th ult. By the acts of this session apportioning Representative and Senatorial districts, Ottawa County is entitled to one Representative; and the counties of Ottawa, Newaygo, Oceana, Lake, Mason, Grand Traverse, Wexford, Missaukee, Kalamazoo, Omena, Leelanau, Antrim and Manistee, constitute the twenty-third Senatorial district, to which is given one Senator. The State is divided into four Congressional districts—the first consisting of the counties of Wayne, Washtenaw, Jackson and Livingston. Monroe, Lenawee, Hillsdale, Branch, St. Joseph and Cass constitute the second district. Berrien, Van Buren, Kalamazoo, Calhoun, Eaton, Barry, Allegan, Ottawa, Kent, Ionia, Clinton, Gratiot, Lake, Mason, Montcalm, Newaygo and Oceana form the third district, and the fourth consists of the counties of Oakland, Macomb, St. Clair, Sanilac, Huron, Lapeer, Ingham, Genesee, Shiawassee, Saginaw, Tuscola, Midland, Schoolcraft, Ontonagon, Mackinaw, Houghton, Chippewa, and all the unorganized counties not included in the third district.

At the present term of the District Court of the United States, for the district of Michigan, his Honor ROSS WILKINS presiding—Van Houghton, was sentenced to pay a fine of five thousand dollars and seven years imprisonment in the State Prison at Jackson. William Van Sickles, was sentenced to pay a fine of five thousand dollars and ten years hard labor in the State Prison. John Brown was sentenced the same as Van Sickles; all of them were convicted for making spurious coin. The tools were found with and about them.

We understand that the staunch built Steam Boat Gen. Harrison, Capt. PHEATT, will run during the present season from this port to Chicago, touching at all the ports between Milwaukee and Chicago. The traveling public will find everything pertaining to this boat right—the captain and all of his officers are of the right stamp to make every one who travels with them feel at home—the boat itself is a palace, the steward and his corps of young gentlemen are ever ready to anticipate your wants; so that a passage on the Harrison cannot fail to be a comfortable one—let her be patronized to the fullest extent.

We noticed in passing along the docks a few days since, the Brig James McBride, loading with Walnut and Cherry lumber, destined for the Boston market. We are glad to see our enterprising lumbermen seeking some other market besides Chicago, that will repay them something like a remuneration for their products. This is the first experiment, and if it pays well, immense quantities will be shipped from this place, as our forests will supply inexhaustible quantities.

The trial of James J. Strang and others, indicted for obstructing the U. S. Mail on its passage from Beaver Island to Mackinac, in February last, has resulted in a verdict of not guilty. The District Court was engaged nine days in the trial of this cause. The mountain labored and brought forth moonshine.

We with pleasure acknowledge the receipt of a fine preparation for cooling drinks, from our friend L. M. S. SMITH, the Druggist at Mill Point. The public will find with him almost every thing in the way of Drugs and Medicines, from Quicksilver down to Sloan's Ointment.

THE ROUSE'S POINT BRIDGE.—The bill which passed the Assembly on Saturday, according to the *Argus*, does not authorize a permanent bridge over the Lake at Rouse's Point. It was a compromise bill, authorizing neither a bridge nor a ferry—but a kind of passage-way partaking of the nature of both. The Northern Railroad company is authorized to extend a dock on piles, to within one hundred and fifty feet of the centre of the outlet—which is to be connected by a float capable of carrying a train of cars, with a similar dock from the Vermont side—the float to be received in slips on either side, and when within the slips to leave a passage for vessels of at least 250 feet.

This contrivance admits of the free flow of water, and of a free passage for vessels, except at the instant when the float is passing from side to side—and during the winter, will afford all the conveniences of a substantial bridge, by stationing the float between the docks.

[N. Y. Post.]

The following resolutions, adopted by a recent secession Convention in Georgia which rejected Howell Cobb—a Union man—as a candidate for Governor, and nominated General McDonald, evince the determined spirit of the Southern ultras to force Congress to the humiliating act of extending slavery into the free Territories:

Resolved, That whenever the Government, by an exertion of the common force of all, or an application of the common funds of all, acquires territory, it is the duty of that Government to secure to all, equality of rights in such territory, and to remove all impediments within its power to the enjoyment of this equality of rights.

Resolved, That the Federal Government has no right to withhold its protection from any species of property or section of the confederacy; and that any attempt to do so will as clearly evince the hostility of the Government to that property or section, as would any act of legislative hostility.

Resolved, That the principles of constitutional equality enunciated in the two immediately foregoing resolutions were violated in the several acts of the last session of Congress for the admission of California into the Union as a State, for the formation of territorial Governments for New Mexico and Utah, and in the bill abolishing the slave trade in the District of Columbia.

Resolved, That as some redress for past wrongs, and in pursuance of the spirit of the Missouri Compromise, Congress should obtain the consent of California to the extension of the line of 36 30 to the Pacific Ocean and that the right of the people of the South to carry their slaves to all the territory south of it, should be explicitly acknowledged and secured.

THE NEW POSTAGE LAW.—The law reducing rates of postage went into operation on the first of July. The rates are as follows:

Single letter, less than 300 miles, pre-paid 3c	unpaid 5c
Over 3000 miles, pre-paid 5c	unpaid 10c

Double letters, double postage. Every letter not exceeding half an ounce in weight is to be deemed a single letter, and every additional half ounce or less to be charged with an additional single postage.

Letters when conveyed wholly or in part by sea, or to and from a foreign country, for any distance over 2,500 miles, 20 cents—for any distance under 2,500 miles, 10 cents—except where a postal treaty provides for different rates.

Newspapers, not exceeding three ounces in weight, sent from the office of publication to bona fide subscribers, are charged as follows:

Weekly, in county, free.
" out " and within 50 miles, 5c qtr
" over 50 and not over 300 " 10c "
" " 300 " " 1000 " 15c "
" " 1000 " " 2000 " 20c "
" " 2000 " " 4000 " 25c "
" " 4000 miles " 30c "

Monthly papers, $\frac{1}{2}$ the above rates. Semi-monthly, " " " " Semi-weekly, double " " Tri-weekly, triple " "

Offener than tri-weekly, 5 times the foregoing rates. A circular from the Postmaster General interprets the law so as to confine the free circulation within the county to weekly papers. This may be correct, but the law expressly states that weekly papers may circulate free within the county where published, and within 50 miles at 5 cents per quarter, &c., and that papers printed oftener than tri-weekly shall be charged five times these rates. We take it that *five times nothing*—(or free)—on a daily paper would not be a very heavy tax. [Daily Wisconsin.]

MICHIGAN—HER PRESENT PROSPECTS.—From all parts of the State we have the most flattering reports as to the coming crops. The present season bids fair to be one of the most prosperous to our farmers ever known in the history of our State. The wool trade, just closed, has been immense, and has drawn from the pockets of eastern capitalists no inconsiderable amount of the precious metal. Our agriculturists are beginning to appreciate this, and are turning their attention to the raising of stock, for which this State is as well adapted as any in the Union. There is no reason why our farmers should not in this way realize as great a revenue as do those of Ohio, Illinois and Western New York.

The coming wheat crop here promises to surpass that of any other State. While the crops of Illinois and Wisconsin, and other Western States, have been nearly ruined by the heavy rains, not only destroying the winter crops, but preventing the spring planting, our own promises a most abundant harvest. The day is not far distant when the rich wheat growing lands of Michigan will be as valuable and as thickly settled as those of the Genesee Valley. The immense resources of our State, as yet comparatively undeveloped, are attracting universal attention, and are inviting the enterprise and wealth of other States. At no time since the first entrance of the pioneers has our State been more prosperous than at present—at no time have our future prospects been more encouraging.

[Marshall Statesman.]

VERMONT.—The Hon. Lucius B. Peck, who was nominated by the free soilers for Governor, in opposition to the candidate of the National democrats, has written a letter renouncing the tenets of that party. The candidate of the National democrats against whom Mr. Peck refuses to run, was nominated by a convention which re-affirmed the principles of the Baltimore Convention, as proclaimed in their resolutions from 1836 to 1848, and unqualifiedly commended the Compromise of the last Congress in all its features. The Burlington Daily Sentinel, of the 26th ult. has the following paragraph:

"Hon. Lucius B. Peck, the free soil nominee for Governor, appears in the last *Patriot* with a letter declining a nomination, on the ground that the convention passed resolutions denying the constitutionality of the Fugitive Slave law, and approving of the Vermont habeas corpus or nullification act. The former law Mr. Peck believes (and proves) to be constitutional, and the latter to be unconstitutional."

The Legislature have passed a stringent liquor law, compelling all who will drink to take in twenty-eight gallon doses. We shall publish it as soon as possible. How it will work remains to be tested. [Mich. State Journal.]